

For Sale.

MacEwen, FRICKEL & Co.

HAVE RECEIVED FOR SALE,
Es. French Mail Steamer.

Finest ISIGNY BUTTER.
NOLLY PRATT'S VERMOUTH.

Es. S. S. "Glenora."
WREBLEY & SON'S
BREECH-LOADING GUNS—
CENTRAL FIRE.

Es. S. S. "Ulysses."
Fine New Season's CUMSHAW TEA, in
5 and 10 lb catty boxes.
BREAKFAST CONGOU @ 25 cents p. lb.

Es. "Highlander."
At Wholesale Prices.
200 kegs FINE AMERICAN FURNISHING
NAILS, Nos. 3 to 12.
25 " AMERICAN SPIKES, 4 inches to
7 inches.
50 barrels FINE AMERICAN BEEF PORK.
60 " Philadelphia Extra BEEF.
200 " FINEST STRAINED ROSIN.
300 " City PITCH.
150 cases SPIRITS of TURPENTINE.
100 barrels DRIED APPLES.
500 cases FLORIDA WATER.
50 barrels AMERICAN TAR.
15 " LAMP BLACK.
50 cases AMERICAN CLOCKS.

COTTON DUCK, CANNED BEEF, MUTTON,
OYSTERS, LOBSTERS, CORN,
TOMATOES, CORNED BEEF, CONDENSED
MILK, TOMATO CATSUP, HANDSPICKS,
OAKUM, ASH OARS, MAPLE, ASH,
and White Pine PLANKS.

Es. "Abbie Carter."
Florence COOKING STOVES,
STEAMERS and BRILLERS.
CORN BROOMS.
India Rubber KNEE BOOTS.
AGATE WARE, in every variety of Kitchen
Utensils.
Charter Oak COOKING STOVES.
Spartan COOKING STOVES.
BOURBON WHISKY.

Es. Steamers via Suez Canal.
DOUGLASS OFFICE CHAIRS.
Messrs. GARDNER & Co.'s PATENT
YENNER.

HIGH REVOLVING OFFICE CHAIRS.
HIGH-BACK OFFICE CHAIRS.
ROCKING FOLDING CHAIRS.
DINING-ROOM CHAIRS.
LADIES' ROOM CHAIRS.

The above we can highly recommend for
office and domestic use, being admirably
adapted to this climate.

Es. "Gleniffer."
CROSSE & BLACKWELL'S AND OTHER
HOUSEHOLD STORES.

TEYSSONNEAU'S DESSERT FRUITS.
SAVOIR PATE.
GAME PATE.
PORK PATE.
OX PALATES.
HUNG (Ham) BEEF.

HUNTLEY & PALMER'S BISCUITS.
FRUITS for Tarts.
SHERBET.
COCAINATA.
VAN HOUTEN'S COCOA.
ERRA'S COCOA.
ROBINSON'S GROUTS.
GELATINE.

Russian OX-TONGUES.
French PLUMS.
PATE DE FOIE GRAS.
SARDINES.

Breakfast BACON.
ASPARAGUS.
MACCARONI.
VERMICELLI.
SAUSAGES.
MEATS.
SOUPS, &c., &c.
COPYING PRESSES.

EX AMERICAN MAIL.
Eastern and Californian CHEESE.
Boneless CODFISH.
Prime HAM and BACON.
Russian CAVIARE.
Eagle Brand Condensed MILK.
PEACH, and APPLE BUTTER.
Pickled OX-TONGUES.

Family PIG-PORK in kegs and pieces.
Paragon MACKEREL in 5 lb cans.
Best Ideal SALMON in 5 lb cans.
Cutting's Dessert FRUITS in 2 1/2 lb cans.
Assorted Canned VEGETABLES.
Potted SAUSAGE and Sausage
MEAT.
Stuffed PEPPERS.
Assorted PICKLES.
MINCEMEAT.

COMB HONEY in Original Frames.
Richardson & Robinson's Celebrated Potted
MEATS.
Richardson & Robinson's Curried OYSTERS.
Assorted American SYRUPS, for Summer
Drinks.
McCarthy's Sugar LEMONADE.
Clam CHOWDER.
Coddish BALLS.
Green TURTLE in 2 1/2 lb cans.

CALIFORNIA
RACKER
COMPANY'S BISCUITS in 5 lb
tins, and loose.
Alphabetical BIS-
CUITS.
Fancy Sweet Mixed
BISCUITS.
Ginger CAKES.
Soda BISCUITS.
Oyster BISCUITS.

Cracked WHEAT.
OATMEAL.
HOMINY.
CORNMEAL.
BUCKWHEAT FLOUR.
RYE MEAL.

SPECIAL SELECTED
CIGARS.

WINES, SPIRITS, BEER AND
AERATED WATERS.

SHIPCHANDLERY of every Description.
RIGGING and SAIL-MAKING promptly
executed.
Hongkong, September 24, 1881.

Mails.



MITSU BISHI MAIL STEAMSHIP COMPANY.

STEAM TO YOKOHAMA VIA KOBE
AND INLAND SEA.

THE S. S. "NIGATA MARU," Capt.
WYNN, will be despatched as above
on FRIDAY, the 14th October, at 4 p.m.
Cargo received on board and Parcels at
the Office up to 2 p.m. of 13th October.
No Bill of Lading signed under \$2
Freight.

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Insurances.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF
His Majesty King George The First,
A. D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows—
Marine Department.

Policies at current rates, payable either
here, in London or at the principal Ports
of India, China and Australia.

Five Department.

Policies issued for long or short period at
current rates.

Life Department.

Policies issued for sums not exceeding
£5,000 at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, July 25, 1872.

YANGTSE INSURANCE
ASSOCIATION.

CAPITAL (Fully Paid-up).....£420,000
PERMANENT RESERVE FUND.....£230,000
SPECIAL RESERVE FUND.....£288,936.17

TOTAL CAPITAL AND AC-
CUMULATIONS, 2nd April, 1881.....£938,936.17

Directors.
F. B. FORBES, Esq., Chairman.
W. M. BOYD, Esq., Wm. MEYERINK, Esq.,
J. H. PINCKVOSS, Esq., F. D. HITCH, Esq.,
Esq.

HEAD OFFICE—SHANGHAI.
Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH:
Messrs. BARRING BROTHERS & Co.,
RICHARD BLACKWELL, Esq., Agent,
68 and 69, Cornhill.

POLICIES granted on Marine Risks to all
parts of the World.

Subject to a Charge of 12 1/2 per cent. for Interest
on Shareholders' Capital, all the Profits
of the UNDERWRITING BUSINESS are
equally distributed among all Contributors
of Business in proportion to the Premiums
paid by them.

RUSSELL & Co.,
Agents.
Hongkong, May 20, 1881. 10082

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour:—

EDMUND PHINNEY, Amer. barque, Capt.
John Berry.—Geo. R. Stevens & Co.
EVELINA DOVALL, Hawaiian ship, Captain
Jose M. Pimentel.—Captain.

HINDOO, German steamer, Captain J. C.
Mathieson.—Wieser & Co.
HOPE, American ship, Captain H. Cufis.
—Douglas Laiprak & Co.

LENNOX, British steamer, Captain D.
Scott.—Jardine, Matheson & Co.
LOUISA, Germ. 3-masted schooner, Capt.
Schierloh.—Edward Schellhess & Co.

OCEAN, British steamer, Captain Henry
Webber.—Geo. R. Stevens & Co.
PEARL, American barque, Captain R.
Hawes.—Arnhold, Karberg & Co.

SEAL OF INDIA, British barque, Capt. H.
D. Roe.—Adams, Bell & Co.
STONEWALL JACKSON, American barque,
Captain Joseph Swain.—Order.

STERN, American ship, Captain G. W.
Brown.—Douglas Laiprak & Co.
THE TWEED, British ship, Captain J. M.
Whyte.—Russell & Co.

TO-day's Advertisements.

STEAMSHIP "SINDH."
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo per Steamship
"Euphrate," from London, in connection
with the above Steamer, are hereby in-
formed that their Goods—with the exception
of Opium and Treasure—are being landed
and stored at their risk at the Company's
Godowns, whence delivery may be obtained
immediately after landing.

Optional Cargo will be forwarded on
unless intimation is received from the Con-
signees, before 5 p.m. To-day, requesting it
to be landed here.

Bills of Lading will be countersigned by
the Undersigned.

Goods remaining unclaimed after Fri-
day, the 14th instant, at Noon, will be
subject to rent and landing charges.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.
Hongkong, October 7, 1881. 0014

FROM LONDON AND SINGAPORE.

THE Steamship "Glenorchy" having arrived
from the above Ports, Consignees
of Cargo are hereby informed that their
Goods—with the exception of Opium—are
being landed at their risk into the Godowns
of the Undersigned, whence delivery may be ob-
tained.

Optional Cargo will be forwarded unless
notice to the contrary be given before
Noon To-day, the 7th October.

Cargo remaining unclaimed after the
14th instant will be subject to rent.
No Fire Insurance has been effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.
Hongkong, October 7, 1881. 0014

NOTICE TO CONSIGNEES.

AMERICAN BARQUE "LAURENS"
FROM HAMBURG.

CONSIGNEES of Cargo by the above-
named Vessel are requested to send
in their Bills of Lading to the Undersigned
for countersignature, and to take immediate
delivery of their Goods.

Cargo impeding the discharge of the
Vessel will be landed and stored at Con-
signees' risk and expense.

Consignees are also informed that they
will be required to sign the General Aver-
age Bond before taking delivery of their Goods.

MELCHERS & Co.,
Agents.
Hongkong, October 7, 1881. 0011

To-day's Advertisements.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Co.'s Steamship
"Menzel,"
Commandant HOMERY,
will be despatched for
YOKOHAMA TO-MORROW, the 8th
instant, at Noon.

G. DE CHAMPEAUX,
Agent.
Hongkong, October 7, 1881. 008

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Co.'s Steamship
"Sindh,"
Commandant LEQUEUR,
will be despatched for
SHANGHAI TO-MORROW, the 8th
instant, at 3 p.m.

G. DE CHAMPEAUX,
Agent.
Hongkong, October 7, 1881. 008

FOR SHANGHAI.

(Taking Cargo & Passengers at through rates
for CHEFOO, TIEN-TSIN, NEW-
CHANG, HANKOW and Ports
on the YANGTSE.)

The Steamship
"Glenorchy,"
Capt. R. QUARLEY, will
be despatched as above
TO-MORROW, the 8th instant, at 4 p.m.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Hongkong, October 7, 1881. 008

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo & Passengers at through rates
for CHEFOO, NEWCHANG, TIEN-
TSIN, HANKOW and Ports on
the YANGTSE.)

The Co.'s Steamship
"Patroclus,"
Captain WATTS, will be
despatched on SUNDAY,
the 9th instant, at Daylight.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, October 7, 1881. 009

ST. ANDREW'S DAY.

SCOTCHMEN, resident in the Colony,
are invited to meet in the City
Hall, on THURSDAY EVENING NEXT,
the 13th instant, at 6 o'clock, for the
purpose of deciding upon the manner in which
the forthcoming National Festival shall be
celebrated.

Hongkong, October 7, 1881. 0013

NOTICE TO CONSIGNEES.

GERMAN BARQUE "PHENIX"
FROM HAMBURG.

CONSIGNEES of Cargo by the above
named Vessel are requested to send
in their Bills of Lading to the Undersigned
for countersignature, and to take immediate
delivery of the Goods.

Cargo impeding the discharge of the
Vessel will be landed and stored at Con-
signees' risk and expense.

ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, October 7, 1881.

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE, COLOMBO,
ADEN, SUEZ, ISMAILIA, PORT
SAID, SYRIAN PORTS, NAPLES,
MARSEILLES, PORTS OF BRAZIL,
AND LA PLATA.

Also,
BOMBAY, MAHE, ST. DENIS, AND
PORT LOUIS.

ON MONDAY, the 24th day of October,
1881, Noon, the Company's S. S.
"TRAQUADDY," Commandant DRIER,
with MAELS, PASSENGERS, SPECIE,
and CARGO, will leave this Port for
the above places.

Cargo and Specie will be registered for
London as far as for Marseilles and ac-
cepted transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted until
Noon of 23rd October.

Cargo will be received on board until 4

REPLYING to our remarks of the other day upon the change attempted to be made in the communication between Consuls and the Higher Provincial Authorities in China, we learn that so far but little success has as yet attended the innovation in Canton. With the present enlightened Viceroy at the head of affairs there, it would be a tremendous blunder for all parties to alter the existing arrangement; and if the Foreign Consuls but take up a moderately firm attitude, no certificate from Peking need be necessary to ensure a hearing from the Governor-General of the Two Kwang.

In practice the Coast Ports are much worse off than Canton, as the High Officials at these places do not seem to emulate the Viceroy of the Southern commercial centre in any of the enlightened and more amiable qualities. At the same time, it is most important that the untrammelled right of access to the Viceroy should be fully preserved by all the Consular Representatives at Canton as well as at every port in the Empire. As an illustration of this, we need only mention that the Grain Commissioner at Canton to whom it was proposed to relegate the conduct of all Foreign business, is a fat and jolly mandarin enough, but possesses no intelligent conception whatever of the duties which it was suggested he should fulfil. If the Viceroy therefore desired to hatch a few "serious questions" for his own unravelment, no measure is more likely to bring about such a result than that of turning the Grain Intendant into a sort of amateur Tsung-tse Yamen. All parties concerned should bear in mind that this right of direct communication at all times, between the Viceroy and the Foreign Consuls, has proved of more service in the intercourse with Foreign Powers than any of the other rights of a ceremonial kind conceded. It would be dangerous and hazardous to tamper with such a privilege under any pretext whatsoever.

RACIST PAPERS from Singapore record various proofs of the success of Dr. N. B. Denny's paint for ships' bottoms. A patch of his paint on the bottom of the S. S. Japan had fully satisfied the New Harbour Dock Authorities of the value of the invention, and Mr. Wishart, the Dock Manager, had permitted the inventor to refer to him anybody who wished to make enquiries. Four other vessels, the *Caribbea*, *Andania*, the *Normanby*, and the *Sunda*, similarly had been coated for the same period as the *Japan*, and satisfactory reports have been furnished or are expected from them. A most favourable report was received from the *Pharo* after three months' trial, while the plates which have been coated 3 months showed equally good results. The *Bennet* has received a complete coat, and the *Clontar* has been coated on one side; the telegraph vessels *Shard* and *Agnes* have also received patches; and as the use of the paint extends in this way and the great utility of it is the more abundantly proved, the brighter future opens for the invention as a source of profitable return to the inventor and those who may become associated with him in working the invention as a commercial venture. We note that, on the application of Dr. Denny's, the Governor of the Straits Settlements in Council has granted him leave to file a specification of his "invention for preventing the fouling of ships' bottoms," with a view to granting the inventor exclusive privileges in the same. The patent will be worked by a Company; and we learn from Dr. Denny that all the shares therein, (\$100,000) have already been taken up in Singapore; it is proposed, however, to issue 50 additional shares so as to give Hongkong and Shanghai an opportunity of investing. With regard to one or two objections to the patent which have been raised in some quarters, the *Straits Times* says:—

One of the grave objections raised we may notice; it is that the composition is chiefly copper. We have ascertained that the actual amount of metallic copper in the paint is half a teaspoonful to the quart, and even this minute quantity is almost eliminated in the manufacture by steam power just commenced at the River Valley Engine Works. Another point is, that the supply of the principal ingredient, this, however, is practically unlimited, lenders for a supply sufficient to make ten tons per week having been already received.

Mr. L. D. Newell, of Providence, R. I., has been granted letters patent in France, England, and in the United States for an improved self-balancing adjustable ship berth. The special design of this berth is to counteract all disagreeable sensations caused by the rolling or pitching of the steamer while at sea. It always remains in a horizontal position, however badly the vessel may be tossed about. The working principle is similar to that which causes the ship's lamps in general use to remain in an upright position. It is neat and tasteful in appearance, and seems to combine all of the requisite principles to make it a successful invention.

The following paragraphs will be of interest to the friends of Col. Mosby, here. It will be noted that the last sentence in the paragraph from the *Alexandria* paper corroborates the statement we made the other day as to Mr. Blaine having expressed his intention of "holding on to Mosby." From the *Alexandria Gazette* (V.),—"Col. Mosby has been granted a thorough by the present administration, but it is not known whether he will accept it at once or not. He has no vice-consul, and while the State Department will confirm any nomination for that position he may make as he sees fit, yet forwarded the name of his relative, young Mr. Mosby from Lynchburg, whom he wants appointed, he may not be able to come home for some time. A strong effort has been made to have Col. Mosby removed, but Secretary Blaine will stand by him."

From New York telegram of August 31st to the *London Times*—"Robert S. Campbell, son-in-law of Colonel John S. Mosby, and James Scott, both lawyers, and candidates for the Virginia Legislature, fought a duel on Monday upon a political difference. Scott was shot through the hand, and demanded a second fire, to which Campbell acceded; but the seconds disarmed them."

This reports from various steamers arrived to-day from the South tell of heavy weather and severe storms in that direction which have lasted now for some time. We subjoin a few of the reports:—

The *Glendy*, Captain B. Quarty, from London, August 27th, and Singapore Oct. 1st, reports—Left London August 27th, and experienced moderate weather. Passed Gibraltar Sept. 2nd, and Malta Sept. 24th. Thence to Achen Head had moderate S.W. winds and sea. Calms and variable winds thence to Singapore, where we arrived Sept. 30th. Left Singapore Oct. 1st; experienced strong S.W. monsoon and heavy sea to lat. 16 N. long. 113 30; thence to port wind veering round N.W. with equally weather.

The *Patrocha*, Captain R. White, from Liverpool and Singapore Sept. 28th, reports—"Fine weather to lat. 14, long. 113; thence to port heavy W. to S.W. gales and heavy sea. Arrived Sept. 30th. Left Singapore Oct. 1st; experienced strong S.W. monsoon and heavy sea to lat. 16 N. long. 113 30; thence to port wind veering round N.W. with equally weather."

The *Anger Head*, Capt. A. Roper, from Singapore and Saigon, Sept. 30th, reports—"Experienced heavy weather and high cross-seas, from the 2nd to the 5th of Oct.; wind veering round during the gale from north-west, round by the southward, to the south-east, and then moderating. Bar. 29.60. The *Lorne*, Capt. McKelvie, from Singapore, Sept. 28th, reports—"Left Singapore Sept. 28th, at 4 p.m., with light breeze, sea smooth. Oct. 3rd fell in with heavy gale from W.S.W., between Luzon Island and Cebu-Chilich, remained at anchor Oct. 4th, 2 a.m. bar. 29.60. Blowing hard gale for 31 hours, with rain. At 6 a.m., on 4th, was obliged to leave steamer to port, for three hours. Barometer commenced to rise at 9 a.m., and rose to 29.73 at 5 p.m. Fresh breeze from the S.E., remained at anchor, with a strong current setting to the eastward."

The German steamer *Bellona*, Capt. E. Meier, from Bangkok, Sept. 25th, reports—"Mostly North and Westerly wind. On the 4th of October, lat. 15° N. and long. 110° E., typhoon in the North-west, and we were round to the south-west by the south. On Oct. 5th, fresh westerly wind and cloudy weather."

The *American ship Hope*, Capt. Curtis, from New York, Sept. 10th, reports—"Strong north-easterly gales before clearing away from the Cape, and a matter for consideration. The British brig *Casco*, from Newchwang, reports—"Light winds first part; latter part strong monsoon."

We note the announcement that Major-General Sir Evelyn Wood, K.C.B., will remain at the Cape, at any rate for the present, as Governor, Commander-in-Chief, and High Commissioner for Natal and South-Eastern Africa.

An attempted suicide on board the S. S. *Lorne*, on her passage from Singapore to this port, Oct. 5th, is thus reported:—

On 29th one of the coolie passengers going to Swatow, jumped over-board, attempting to commit suicide. The steamer was stopped and a boat lowered down. The man was picked up very little the worse for his rashness and was put in irons for the remainder of the voyage and handed to the Water Police on arrival.

Another eminent Portuguese has passed away in the person of Viscount Alfredo Duprat, for many years Consul General in London; his death, in his 73rd year, is announced in the English papers to hand this morning.

In early life the late Viscount was engaged in military service in the civil war against Don Miguel, and was decorated for his services. In 1843 he was appointed Portuguese ambassador at the Cape, in the Court of the Mixed Commission for the suppression of Slavery, and consequently he was advanced to the rank of Commissioner in the same Court. During his long residence at the Cape, with the sanction of his own Government, he raised and organized the Regiment of Cape Volunteer Artillery, at a critical juncture in the history of this colony, viz., the Indian Mutiny. He held the rank of colonel of this regiment for several years. Among the services rendered to his Government and country may be mentioned the treaty with the South African Republic, negotiated by Viscount Duprat on the spot in 1860. The limits of this treaty led to the arbitration by which Marshal MacMahon, when President of the French Republic, decided that Delagoa Bay, Lourenço Marques, belonged to, and formed part of the Portuguese possessions just east of Cape of Africa. In 1876 Viscount Duprat carried to a successful issue the negotiations in London, with the representative of the Orange Free States, for the establishment of a treaty of commerce and good will, the ratifications of which he was instructed personally to exchange at Haarlem.

The following is a description of the new P. & O. steamer *Carthage*, launched by Messrs Caird & Co., Greenock, from their ship-building yard on the Clyde, as stated in our summary of news by the Mail, given in another column:—

The *Carthage* is 5,100 tons gross measurement, 430 feet in length, 44 feet in beam, and 35 feet moulded. She is a duplicate of the *Rome*, and is, like her, a magnificent specimen of naval architecture. The large centre-house amidships, the main saloon, and the staterooms have been magnificently fitted up. The large centre-house amidships includes smoking-room and music-room, and from it, entrance is obtained to the main saloon underneath. Forward and aft, on each side of the vessel are the staterooms, bedrooms, &c. The staterooms have very powerful engines. These will consist of four cylinders, having a stroke of 2 feet, with surface condenser, centrifugal and other pumps, &c. The crank shaft, which is in two pieces, weighs thirty tons. Steam will be supplied to the engines by six boilers, constructed of steel, and the working steam pressure will be about 90 lbs. Fuel will be admitted by no fewer than thirty funnels, and the smoke will be carried away by two funnels. She will be fitted with four masts, and has about 2000 tons of coal on board. The best appliances for lighting and discharging cargo, for pumping, extinguishing fire, for steering, &c., will be supplied, and the engines will be fitted with all the most recent patents for starting and reversing, and for controlling them in stowage weather.

A quoniam has just come before the Manchester City Council, which has interested every town where public baths exist. It is found during hot weather that many bathers remain in the water for an unconscionable long time—several hours at a stretch sometimes. This is said to be especially the habit of feminine bathers, to the great danger of their health. In one instance, a girl lost the use of her limbs, and in many other instances of one sort or another has been traced to this over-indulgence. At the Manchester baths, printed notices are posted up prescribing half-an-hour as the maximum time. These, however, are set at naught, and what may be "picking," goes on just as if there were no regulations to the contrary. We have little doubt that the officials connected with the public baths of the metropolis could tell a similar tale, if so minded. Perhaps, therefore, some good would come from distributing some bathers' printed warnings as to the ill consequences that result from over-bathing. Loss of strength, drowsiness, hepatic derangement, and, as believe, heart complaint, are among the evils very truly close to the bathers' door. It is, we think, more thorough ignorance of any harm resulting than this foolishness in bathing has become to be so general. Of course, there are some exceptions; but that cannot be said, and it is to be feared, when long immersion in water is, so generally, innocuous. But even those amphibious beings like to have the water warm—a condition which does not obtain at public baths during summer time—GEO.

HONGKONG CRICKET CLUB.

FIRST TWELVE v. THE REMAINDER.

The multitude winning the toss proceeded to bat, and were not disposed of until they ran up the fair score of 103, which considering the dead state of the ground was not at all bad. St. Croix made the top score with a remarkably well played 21. The Twelve will take their innings to-morrow, commencing at 11.30.

SUICIDE OF A CHINESE WOMAN.

INQUEST THIS AFTERNOON.

An inquest was held this afternoon, before the Coroner H. E. Woodhouse, Esq., and a jury, composed of Messrs C. W. Richard, James Hay, and A. Jorge, on the body of one O. Atai, a married woman.

Evidence was given by Dr. Marques that the body of the woman was brought to the hospital at 2.30 a.m.; he had examined it and found that it showed all the external signs of opium poisoning. There was a large quantity of brown dust, which he believed to be opium; this stuff had been very strong smell of acetone, which had been mixed with opium. Believed death submitted from an overdose of opium.

The husband of the deceased, Hung Atung, a constable, gave evidence to the effect that he and she had a quarrel arising under these circumstances. A friend had given him two ducks and two boxes of moon cakes. He was on duty at the time at the Canton wharf. His mother-in-law was by, and he gave the things to her at the time he got them, and he gave them to her, and told her to take them home. She took them to her own home, believing that he had given them her in the present. He told this to his wife, and said that these few things were not enough to be a present to his mother-in-law who was the same to him as his own mother. He said he would have to send her mother some more cakes and things. This made his wife angry, and she reproached him and taunted him with making presents to every one but her principal wife. This quarrel led to their separation temporarily. When he went home again he found his wife vomiting and she told him she had taken opium. She admitted having 30 cents worth of opium. She died on the way to the hospital, where she was taken by order of the Police, after he had reported the matter at the Central Police Station, and had gone to the house of some of the neighbors to inform them what was wrong, and asked them to go and look after her in his absence. He was late in going home that evening. Did not know whether that might have made her more angry. Had generally lived pleasantly enough with his wife. Did not know why she should take opium unless it was because of the words they had had about the ducks and the cakes.

Inspector Matheson, who had made inquiries into the case, going to the last witness' house and asking the people all about them, said he had no reason to believe that there were any suspicious circumstances in the case, no ground for suggesting that there had been any play. There was every reason to believe that the deceased had taken opium in consequence of some quarrel with her husband. All the neighbors who were asked to inform them what she had done, and he had then said that he must send her some more. The wife was annoyed she got none. Moon cakes are freely distributed during the present festival. The wife would be humiliated by not so much. Perhaps, therefore, some good would come from distributing some bathers' printed warnings as to the ill consequences that result from over-bathing. Loss of strength, drowsiness, hepatic derangement, and, as believe, heart complaint, are among the evils very truly close to the bathers' door. It is, we think, more thorough ignorance of any harm resulting than this foolishness in bathing has become to be so general. Of course, there are some exceptions; but that cannot be said, and it is to be feared, when long immersion in water is, so generally, innocuous. But even those amphibious beings like to have the water warm—a condition which does not obtain at public baths during summer time—GEO.

The Dutch frigate *Koninkgen Emma der Nederlanden* Captain Boussoleur Bover, arrived from Kobe, via the Island Sea, on Wednesday last; she will stay here until about the 14th prox., when she proceeds to Batavia, calling at the principal ports on route.

The reconstruction of the Russian gunboat *Gornostai* is progressing rapidly towards completion below the water-line; we hear that she will be launched from the Slip shortly, and the remainder of the work carried on aloft.

A native Captain has been appointed to the command of the *Mitu Bishi Co's* Takasima tow-boat *Metsin Maru* vice Captain Macfarlane.

As a proof of the inefficiency of the Japanese Shooting Regulations to protect game of season, it is reported that young pheasants have been hawked round the Settlement for sale during the past week. The birds, it appears, are smart, not shot, and we believe no loss to prevent this being done at any time, or by anyone. The few birds, however, that are likely to be caught in advance of the season are not of such vital importance as the same number taken during breeding time; still it is to be hoped that residents will abstain, on principle, from encouraging the native game-dealers by refusing to purchase them before the proper time—the 15th of October.

NEWS BY THE FRENCH MAIL.

The mass of the telegrams which appear in the *Straits Times Extra* of September 29th, have already appeared in our columns (see *China Mail*, 4th instant), a few only are new or of interest.

With regard to the Land League we read that the Convention held at Dublin, adopted a resolution, September 15th, to the effect that the League will never accept the Land Act until those persons imprisoned under the Coercion Act are released.

On the 20th, Mr. Forster, Secretary for Ireland, in replying to a memorial, said that the general release of those imprisoned under the Coercion Act in Ireland was impossible at present in consequence of the continued lawlessness in that country. The Land League Convention at Dublin closed on the 18th September. The telegram describing the meeting, the grandest unanimity and enthusiasm prevailing. The tone of the meeting throughout was violently anti-English, and it was resolved to affiliate the agricultural labourers' agitation in Ireland with the Land League, and to protect Irish industries against the English.

We have already had two telegrams with regard to the revolt of Manchester against Liverpool, a great commercial event and a sign of the times which has not been accorded that importance in contemporary history which it will occupy hereafter. On September 10, an insubstantial meeting of cotton spinners was held at Manchester, at which the Liverpool cotton ring was strongly denounced, and it was resolved that a view to securing the stoppage of the mills for one week, and generally to abstain from purchasing cotton at Liverpool. We give, from an Indian contemporary, in our local columns, a very fair statement of the position of this affair. We learn to-day, in the telegrams by this mail, that in accordance with the decision of the meeting of cotton spinners held at Manchester on the 10th instant, the closing of the cotton mills was (18th) being proceeded with. On the 17th, however, we had an insubstantial meeting of cotton manufacturers held on the previous day, at which it was resolved to arrange to work three days a week only for one month. This new arrangement will be proceeded with by all the cotton manufacturers taking the place of the one week's closing as being more convenient to the employers as well as to the manufacturers who may have been so handicapped by the strike. The only other London telegram in these columns to-day is to the effect that the *Daily News* (Sept. 19th) publishes a tele-

gram stating that the Bay of Tunis has protested against the proposed occupation of Tunis by the French.

We were informed by Reuters, Sept. 18th, that France had prolonged for three months the Treaty of Commerce. We now learn that on the same day negotiations were commenced at Paris for a renewal of the Treaty of Commerce with England. In a speech made by M. Tirard, he said he was hopeful that the Treaty negotiations with England would be successful, and Sir Charles Dilke endorsed M. Tirard's hopeful views. Some hitch occurred, however, later on, and on the 2nd instant, the English delegates returned to London to confer with the Government.

There are some contributions in the telegrams before us towards a knowledge of what is going on with regard to Tunisian affairs. The Arabs destroyed the aqueduct which supplied the residents of Tunis with water, entirely cutting off their supply; and (Sept. 19th) the drinking water was exhausted. On the next day, a telegram states that it had by that time been repaired. The same day the report was telegraphed that the Bay intended to abdicate. On the 15th instant, the French Camp at Zaghouan was surrounded by the Arabs, and severe fighting continued. The Arabs had made repeated attacks to carry the Camp, but were repulsed. On the 18th, the Arabs were still showing activity, frequent skirmishes taking place with the French troops. On the same day, M. Roustan, who lately arrived from Tunis, held a conference with the French Ministry at Paris.

Amongst the Miscellaneous telegrams, are these:—

St. Petersburg, Sept. 16.—The Trans-Caspian Railway has been completed as far as Kyzylart.

Constantinople, Sept. 17.—The Ambassadors of the Great Powers have severally presented a collective note to the Porte, urging the despatch of a commission of reform to Armenia.

New York, Sept. 15.—The Washington Agricultural Bureau report states the average condition of crop of ten Cotton States at 72 per cent in consequence of the drought.

(L. & C. Express, Sept. 2.)

A Blue-book containing a lengthy official correspondence relative to the system of domestic slavery in Hong Kong will be published shortly.

A steamer of 5,100 tons, named the *Carthage*, built for the P. and O. Company, by Messrs Caird and Co., has been launched at Greenock.

Colonel W. Crossman, C.M.G., R.E. has been appointed by the War Office to proceed on a tour of special service for the purpose of inspecting and reporting upon the arrangements which have been made in the means of submarine defence.

Colonel Crossman will proceed first to Hong Kong, and will afterwards visit other colonies, and inaugurate, where it is necessary to do so, a proper system of torpedo defence. [This is somewhat stale news, as Col. Crossman has been here in Hongkong for several weeks.—Ed. C. M.]

Notice appears in the *London Gazette* that the medals and clasps awarded to the officers and crews of H.M. ships *Charybdis* and *Hart* for operations upon the Sincie and Lukut Rivers, &c., in 1874, are now in course of distribution. Application is to be made to the Accountant-General of the Navy.

The Russian ironclad *Minit*, from China, Admiral Stakelberg in command, arrived at Gibraltar on the 27th ult.

The Marquis Tatischeff, lately ordered from the Geographical Society of St. Petersburg a map drawn on blue satin of the Kuldja territory, as defined by the Treaty recently ratified. The map is to be finished before the Marquis's departure, and will be sent to Peking to be submitted to the Emperor of China.

The Chinese Minister, Li Fung-pao, presented his credentials to the Austrian Emperor, as the diplomatic representative of the Celestial Empire in Vienna, on the 27th ult. It is stated at Vienna that negotiations in view of a commercial treaty on the footing of the most-favoured nation will shortly be opened between the Austrian and Chinese Governments.

The appointment of Lieutenant George Hodgkinson to the *Comus*, vice Anson, is gazetted.

A collision between the steamship *Augusta*, of Hamburg, and H.M. steamer *Hector*, from London, bound for China, occurred yesterday off the South Foreland. Both vessels were damaged, and the injury to the *Hector* was so great that she subsequently sank at Dunkirk, having been towed into four and a half fathoms of water.

The Chinese Government, which hitherto made nearly all her purchases of war material in Great Britain, has resolved to make contracts also with German establishments, and has lately ordered considerable supplies of ammunition of various kinds, as well as of machine-guns, from the latter country. The Chinese Minister at Berlin visited a number of establishments before giving out his orders.

The agents of the Chinese Government have recently purchased from the firm of Messrs Schuchardt & Co. of Kiel, twenty fish torpedoes. The experiments made with these submarine machines proved very successful in showing their efficacy for the purposes of harbour and coast defence. Extensive orders for arms, ammunition, and other military stores, as well as naval material, have been given to German manufacturers, and negotiations for further supplies are pending.

Advices from St. Petersburg report that notwithstanding the Treaty just concluded, the Chinese Government have sent some thirty thousand colonists into the South Ussuri territory, and are evidently bent upon re-annexing the lost province. The Russian garrisons in those parts are about to be reinforced.

It is reported that prior to the departure of the Chinese cruiser *Chao Yang* and *Yang Wei*, from Plymouth, two seamen belonging thereto, slipped ashore without leave and stayed for some hours. On returning on board the temporary deserters were court-martialled, and the sentence of the Court, over which Admiral Ting presided, was that the offenders should be put in irons until after leaving English waters, and then decapitated.

DOMESTIC SLAVERY IN HONGKONG. (L. & C. Express, Sept. 2.)

Recent disclosures with reference to the trade in English girls carried on with Belgium will doubtless raise the question of domestic slavery and kidnapping in Hongkong. Indeed, notice has already been given of a question in the House of Commons on this subject, and when Parliament meets the Colonial Office will doubtless be prepared with a full reply, which cannot but tend to prove that the so-called domestic slavery is more or less a myth, while kidnapping is practiced to a far less extent than even here in London. Much has been said lately of sentiment having been brought to bear on the Hongkong question, and efforts have been made to induce the British public to believe that one colony is a hot-bed of vice and iniquity, and yet not understanding all this far away in that colony have been so modified as to make the only punishment for which evidence is required very easy. Something, it is true, has been said in the House of Commons, but our laws are pre-

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gram stating that the Bay of Tunis has protested against the proposed occupation of Tunis by the French.

We were informed by Reuters, Sept. 18th, that France had prolonged for three months the Treaty of Commerce. We now learn that on the same day negotiations were commenced at Paris for a renewal of the Treaty of Commerce with England. In a speech made by M. Tirard, he said he was hopeful that the Treaty negotiations with England would be successful, and Sir Charles Dilke endorsed M. Tirard's hopeful views. Some hitch occurred, however, later on, and on the 2nd instant, the English delegates returned to London to confer with the Government.

There are some contributions in the telegrams before us towards a knowledge of what is going on with regard to Tunisian affairs. The Arabs destroyed the aqueduct which supplied the residents of Tunis with water, entirely cutting off their supply; and (Sept. 19th) the drinking water was exhausted. On the next day, a telegram states that it had by that time been repaired. The same day the report was telegraphed that the Bay intended to abdicate. On the 15th instant, the French Camp at Zaghouan was surrounded by the Arabs, and severe fighting continued. The Arabs had made repeated attacks to carry the Camp, but were repulsed. On the 18th, the Arabs were still showing activity, frequent skirmishes taking place with the French troops. On the same day, M. Roustan, who lately arrived from Tunis, held a conference with the French Ministry at Paris.

Amongst the Miscellaneous telegrams, are these:—

St. Petersburg, Sept. 16.—The Trans-Caspian Railway has been completed as far as Kyzylart.

Constantinople, Sept. 17.—The Ambassadors of the Great Powers have severally presented a collective note to the Porte, urging the despatch of a commission of reform to Armenia.

New York, Sept. 15.—The Washington Agricultural Bureau report states the average condition of crop of ten Cotton States at 72 per cent in consequence of the drought.

(L. & C. Express, Sept. 2.)

A Blue-book containing a lengthy official correspondence relative to the system of domestic slavery in Hong Kong will be published shortly.

A steamer of 5,100 tons, named the *Carthage*, built for the P. and O. Company, by Messrs Caird and Co., has been launched at Greenock.

Colonel W. Crossman, C.M.G., R.E. has been appointed by the War Office to proceed on a tour of special service for the purpose of inspecting and reporting upon the arrangements which have been made in the means of submarine defence.

Colonel Crossman will proceed first to Hong Kong, and will afterwards visit other colonies, and inaugurate, where

